

MOTOR RACING

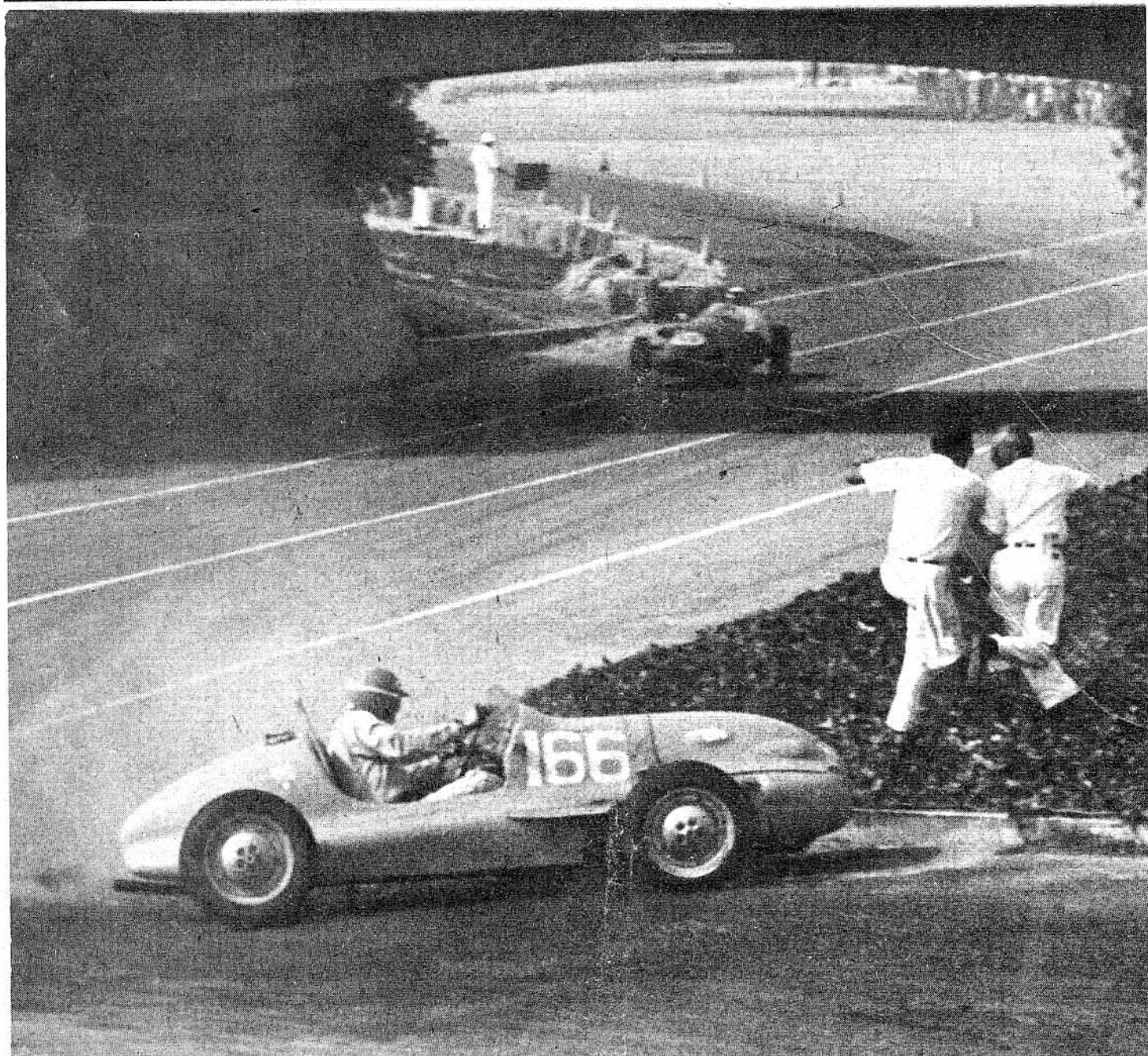
and
ECONOMY CAR NEWS

5th Year — No. 10 Culver City, Calif.

March 18-25, 1960

(Published bi-weekly except last issue of calendar year)

25c



HEY, LOOK OUT! — Flagmen scamper for their lives in LA SCCA Pomona races as Dr. William Mollie runs into a bit of trouble at Turn 2. There was no damage in the March 6 race, although the DB Monopole was

a DNF. Art Snyder's Elva Formula Junior from Redondo Beach's Auto-sport won the race. Story on page 6. Other photos and story, pages 1-6-7. (Photo by James W. LaTourrette)

Keep an Orb on Your Trailer

Before, it was tools, tires, clothing, etc. that were stolen at local sports car races.

Now, they're stealing trailers.

Latest victim, at LA SCCA Pomona races, was Tom Milana, Alfa driver. The white, two-wheel fendered trailer (Lic. 689-928), with a 3-ft. jack with removable wheel, was stolen from the pits.

Call Tom, RL 8-3111, Ext. 447, if you have info.

Be alert — next they'll be stealing race cars!

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Sebring Race Schedule

TIMETABLE OF EVENTS

Eastern Standard Time
March 23 — Practice - Formula Jr. 10-11:30 a.m. Practice - Sports Cars & Grand Touring 1:30-4 p.m.
March 24 — Practice - Formula Jr. 10-11:30 a.m. Practice - Sports and Grand Touring 1:30-4 p.m. Practice - Sports and Grand Touring 7-9 p.m.
March 25 — Practice - Sports and Grand Touring - 9:30-10:30 a.m. Race - 11-12:30 p.m. Formula Jr. Historical Cavalcade of Cars - 2:30 - 4:30 p.m.; Parade and Concours d'Elegance - 4:30 p.m.; Race 1:30-5:30 p.m. 4 hr. Endurance Race Grand Touring Cars Under 1000cc.
March 26 — Race - 10 a.m. - 10 p.m. 12-hr. Endurance Race for Sports and Grand Touring Cars.

MASERATI SEBRING CHOICE



HAY BELTING — This Jaguar got a good taste of straw during practice for women's race at LA County Fairgrounds over March 5-6 weekend. Outside of being just a trifle startled, nothing happened to the driver, Marilyn Aitken of Los Angeles; however, she was

not a starter in LA SCCA races. Other photos, charts and story on Front Cover and pages -6-7.
 (Photo by George Robitschek)

Vignettes

By Gus V. Vignolle

- SEBRING PICKS
- WORTHY RALLY
- MEXICO RACE

EVERYBODY ASKS: "Who do you like?"

They're referring to the 12-hour enduro at Sebring Saturday, March 26. Here are our choices.

1. Chuck Daigh-Richie Ginther, Ferrari.

2. Stirling Moss-Dan Gurney, Maserati.

3. Pedro and Ricardo Rodriguez, Ferrari.

4. Masten Gregory-Carroll Shelby, Maserati.

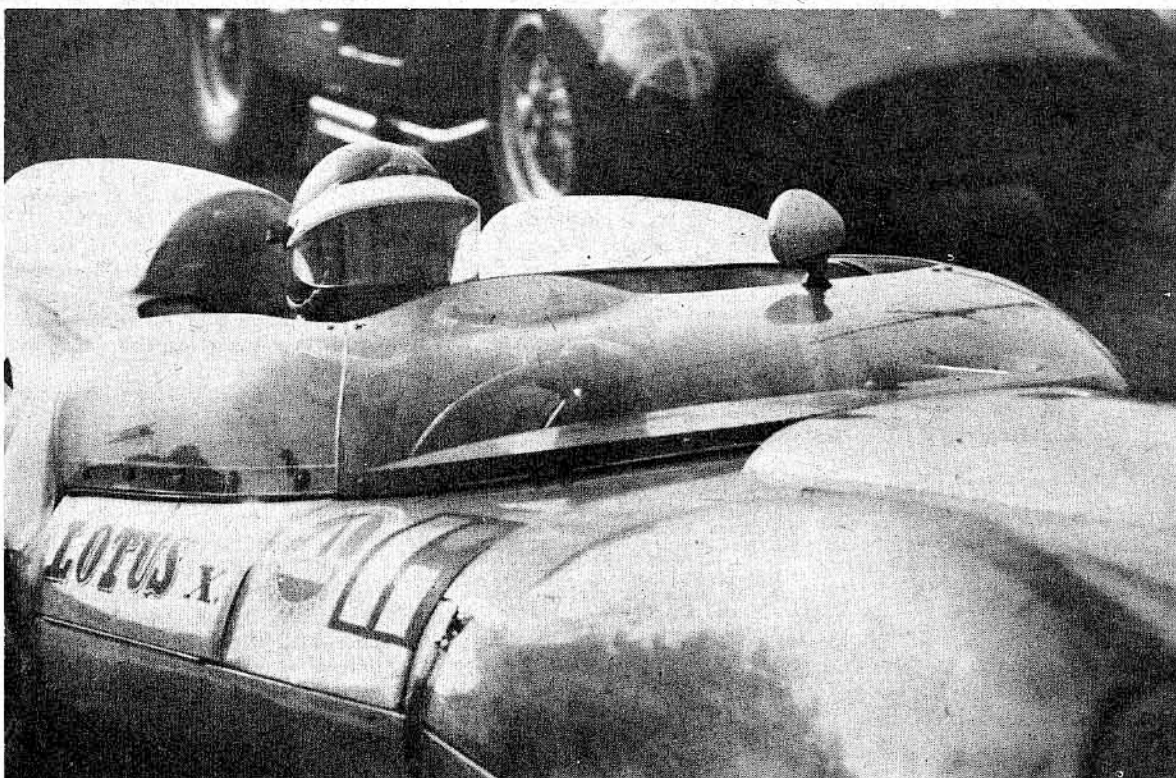
5. Olivier Gendebien - Maurice Trintignant, Porsche.

LONGSHOT — Gendebien-Trintignant or Joakim Bonnier-Graham Hill, Porsche.

In some quarters Phil Hill was reported as co-driving with Daigh, but Hill told me his next start would be at the opening of the (Continued on Page 3)

SEBRING BROADCAST

Radio KNX Hollywood (CBS) broadcasts the 12Hr. Sebring race March 26 at the following Pacific Standard Times: 6:55-7 a.m., 8:05-8:15, 9:05-9:15, 10:05-10:15, 3:05-15 p.m. 4:05-4:15, 7:15-7:30. (Additional radio info — Page 3).



IT WAS a big day for Lotus at Pomona. Here, Jay Chamberlain, of Burbank, US distributor for the marque, drives to victory in a 1500cc doc racer. Win came in big modified car feature. Partly visible is Alex Budurin's Ferrari Testa

Rossa, which took second. In small-bore race, Art Snyder drove a Lotus LeMans to victory.
 (MOTORACING Photo by Henry N. Manney III)

PAST WINNERS OF 12-HOUR SEBRING ENDURANCE RACE

Dec. 31, 1950 — 6-hour race, 401.7 miles (tie). Speed 66.95mph. Cadillac-Allard-Fred Wacker and Frank Burrell. Cadillac-Allard - Jay Davidson and George Weaver. Index of Performance: Crosley Hot Shot - Fritz Koster and Bobby Deshon, 288.3 miles.

March 15, 1952 — 12 hours, 745 miles. 62.83 mph. Frazer-Nash - Harry Grey and Larry Kulok. Index: DB - Rene Bonnet, Steve Lansing, Ward Morehouse, 676 miles.

March 8, 1953 — 12 hours, 899.6 miles. 74.96mph. Cunningham C4R - John Fitch and Phil Walters. Index: DB Pan-

hard - Rene Bonnet and Ward Morehouse.

March 7, 1954 — 12 hours, 883.6 miles. 73.63mph. Osca - Stirling Moss and Bill Lloyd, 883.6 miles.

March 13, 1955 — 12 hours, 946.4 miles. 78.86mph. D Jaguar - Mike Hawthorn and Phil Walters. Index: Ferrari - Phil Hill, Carroll Shelby, 946.3 miles.

March 24, 1956 — 12 hours, 1,008.8 miles. 84.07 mph. Ferrari - Juan Manuel Fangio and Eugenio Castellotti. Index: Porsche - Baron Huschke von Hanstein, Hans Hermann, 946.4 miles.

March 23, 1957 — 12 hours, 1,024.4 miles. 85.36mph. Maserati 4.5 liter - Juan Manuel Fangio and Jean Behra.

Index: Porsche Spyder - Art Bunker and Charlie Wallace, 962 miles.

March 22, 1958 — 12 hours, 1,040 miles. 86.6 mph. Ferrari - Phil Hill and Peter Collins. Index: Osca - Alejandro & Isabella deTomaso, Robert Ferguson, 910 miles. Grand touring winner: Ferrari - Paul O'Shea, Bruce Kessler, 930.8 miles.

March 21, 1959 — 12 hours, 977.6 miles. 81.466 mph. Ferrari - Phil Hill, Olivier Gendebien, Dan Gurney, Chuck Daigh. Index: DB - Paul Armagnac, Gerald Laureau, 842.4 miles. Grand touring winner: Ferrari - Richie Ginther, Howard Hively, 889.2 miles.

Fastest lap: Ferrari — Cliff Allison, 3 min., 21.6 sec., 92.857mph.

Moss and Gurney Favored

By HENRY N. MANNEY, III
 MOTORACING Staff Writer

SEBRING, Fla., March 18 — Provisional entry list for the 10th annual FIA world championship endurance race here Saturday, March 26, shows 69 cars.

The list for the 12-hour race will be pruned to a maximum

Entries - Back Cover

starting field of 65 cars.

The big news this year, as reported in the last issue of MOTORACING, is that Ferrari and Porsche pulled out their factory entries. There are, however, a number of potent private entries of the Italian and German marques.

The pullout was because Ferrari and Porsche would not adhere to the mandatory rule that all cars at Sebring use the fuel provided by the sponsoring oil company, which has put up the basic prize money of \$15,000 (\$3000 to overall winner and balance scaled down through the various classes). Ferrari and Porsche have contractual commitments to use other fuels.

Although top US and European drivers, including Stirling Moss, are entered, the world championship sports car and grand touring car race loses much luster with the pullout of Ferrari.

It means Phil Hill, of Santa Mon-
 (Continued on Page 3)

LETTERS to the EDITOR

GREAT BLAST AT USAC

16844 Mooncrest Drive
Encino, California
March 7, 1960
Mr. Thomas W. Binford, President
United States Auto Club
Box 24001
Speedway 24, Indiana
Dear Mr. Binford:

Inasmuch as the United States Auto Club has not had the courtesy to inform me of my termination as a member of the Road Racing Division Western Committee, let me preface this open letter as evidence of my formal resignation from the club.

If you will recall, in May of 1958 at a meeting in your office, those present being William J. Smythe, Frank Blunk, Ed Kemm, yourself and me, it was designated that USAC was to inaugurate a Road Racing Division - however, on a semi-autonomous basis for the first year at least. Those of us who had been involved with road racing on a national and international basis were to promote memberships in USAC, as well as licensing for cars, drivers and owners, to the best of our ability. USAC in turn was to pick up various expenses for monies advanced by active officials engaged in producing income for the club. There is little doubt certainly that those of us on the West Coast held up our end in making the Road Racing Division of USAC a success.

In spite of numerous phone calls, wires, and letters to various of the personnel designated as being in charge of the Club and Road Racing Division, nothing constructive or even helpful has been forthcoming by way of financial repayment for those of us who actually spent money out of pocket on behalf of USAC; nor in the way of cooperation for the staging of the two biggest sports car races in this country. It is quite evident that favoritism and personal vindictiveness or even pure incompetence have been involved in the management and negotiations by those appointees who theoretically were directing the efforts of the Road Racing Division.

I assure you that the United States Auto Club can easily lose the sanctioning approval for the races at Riverside Raceway if the situation is not immediately remedied by you. Very recently, as you know, one long standing member of the USAC resigned in protest against the directional ineptitude of certain of the appointees. This resignation is going to be a severe blow to the efficiency of our working group in West Coast racing.

Copies of this letter are being sent to various publications so that you will know how serious the situation is. I personally feel that the United States Auto Club has shown very little integrity in its dealings with the West Coast, and further, by certain appointments, have involved themselves in a political fight between the two major road racing clubs. Please be advised and put on notice that if this letter does not result in a mutually satisfactory solution, I personally will do my utmost to see that road racing in the West is removed from the jurisdiction of the United States Auto Club.

VERY TRULY YOURS,
STEVE MASON

SM:a
cc: Gus Vignolle

EDITOR'S NOTE — In the last issue of MOTORACING we said, in part, "... I'll go lang with anyone who says USAC also is no bargain anyway you look at it. Its public relations are absolutely atrocious. Actually, USAC has no pubrel!" Steve Mason's letter only bears out what Editor Gus V. Vignolle wrote about USAC. USAC already, has made inroads into road racing, but fortunately, there is a powerful movement afoot to slam the door in the face of USAC and its "strangling tactics."

CAN OPENER

"But you know I like to open cans for you." — Young wife to husband at Motor Sports Bar.

'Tempest in Teapot'

This letter is by way of being an anti-climax to John Brophy's in your last issue because I talked with him at Pomona. However, as usual, only a few people know that this is a tempest in a teapot.

As you know, Areas 9 and 10 comprising SCCA regions in Washington, Oregon, California, Nevada, Utah, Arizona and Hawaii, conducted a Pacific Coast Championship series of races last year, using a performance classification system of production cars based principally upon the Cal Club system. This produced production car racing which was stimulating to competitors and interesting to spectators.

Due to scheduling necessity, both Palm Springs and Pomona were run under the 1959 production car classes prior to the publication of the new national classes. Therefore, it was the consensus among the representatives of the Pacific Coast SCCA regions, which met at Pomona, that our Championship races for 1960 should continue under the 1959 production car rules and classes.

This year the Championship circuit will include races in Washington, Utah, Arizona and Southern California. We will attempt to coordinate these dates with other races in these general areas so as not to over-race an area for either spectators or drivers. In 1961 we will be a part of the National Divisional Racing program and perhaps the production classes then in effect will be more palatable to some of our drivers. Meanwhile, let's quit griping and get back to racing!

Cuidate el corazon!

TRACY BIRD
Tucson, Arizona

GUREY STILL KICKING

I almost fell off my couch. Life can be rugged. The poor amateur mountain climbers are dying over in France. The hassle between the amateur and the professional can be solved. Whenever a man or woman is found dead on the road — or in the mountains — they should be examined. If found with money they are professional. If they have no money on them they are amateur.

Have been reading the obituary columns and am amazed that folks die very young. I am past 60 and am still alive. Beats me! Like I told you I almost fell off my couch. How come the automobile manufacturers do not put a spittoon in each car? I saw a man SPIT out of his car. The wind changed and he used profane language. The girl threw a jug out, and also other stuff. Miserable litterbugs lousing up the streets. I may start a campaign to only have sports cars on the streets. The big cars have gotta go! Maybe somebody will import the rickshaws that are now stored in the Kowloon warehouse.

JAY GUREY
Los Angeles 5

CHEERS OUR STAND

Your last issue was full of pep. — Your blast on insurance companies boycotting sports cars was well deserved.

Keep the heat on.

Why shouldn't some of the big importers write the insurance on their own car owners with good driving records—Volks., Renault, Fiat, etc.??

JOHN O'CONNOR
Assoc. Editor
Western Automotive Journal
Los Angeles

READER BEEF

While I'm sending in my subscription extension, let me add a short communique otherwise. . . Does this guy Shedenhelm earn his pit space for something other than the SLIGHTLY MODIFIED column or what? . . . the driveline even ran over onto VIGNETTES in the Jan. 8-15 edition. . . How about ECONOMY CAR NEWS? . . .

D. P. DANIELSEN
Long Beach, Calif.

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AND
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Pacific Coast Race Standings

BY ERIC HAUSER

MOTORACING'S Pacific Coast Road Racing Standings include three 1960 Races — Palm Springs (LA SCCA), Willow Springs (Calif. SCC), and Pomona (LA SCCA).

MAIN EVENT	
1. Bob Drake, Maserati 2.8	64
2. Mike Roetnor, Ferrari Monza	44
3. Alex Budurin, Ferrari 3.0 T.R.	43
4. Max Balchowsky, Buick 6.6 Spl.	34
5. John Timmerman, Chev. Spl.	31
6. Jim Connor, Lister-Chev.	29
7. Bill Krause, Becker Spl.	23

CLASS E MODIFIED	
1. Chuck Cornett, Ferrari TR.	21
2. Dick Hogue, Porsche RSK	16
3. Ken Miles, Porsche RS	15
4. Frank Becker, Ferrari T.R.	11
4. Chuck Parsons, Lotus-Ferrari	11

CLASS F MODIFIED	
1. Jay Chamberlain, Lotus	40
2. D. D. Michelson, Porsche RS	39
3. Sam Taylor, Lotus MG	19
4. John Timmerman, Lotus MG	16

CLASS G MODIFIED	
1. Art Snyder, Lotus	32
2. Kurt Neumann, Lotus	23
3. Frank Monise, Lotus	21
4. Jim Pigott, Lotus	16

CLASS H MODIFIED	
1. Chuck Gounis, Fiat-Crosley	39
2. Bill Mollen, Fairchild	28
3. Harry Jones, Lotus	18
4. George Schillreiff, SAAB	16
5. George Peterson, Fageol Spl.	15
6. I. Lindquist, SAAB	13
7. Dale Tholen, Crosley	12

CLASS B PRODUCTION	
1. Tony Settember, Corvette	24
2. Buford Lane, Corvette	16
3. Bob Bondurant, Corvette	11
3. Andy Porterfield, Corvette	11
4. Dave McDonald, Corvette	10
5. Dean Geddes, Corvette	9

CLASS C PRODUCTION	
1. Hap Richardson, Jaguar	17
2. Gary Yonemoto, 300SL	15
3. Dave Troefler, 300 SL	14

CLASS D PRODUCTION	
1. Jay Hills, Porsche G.T.	33
2. Low Spencer, AC Bristol	29
3. Ron O'Neil, Porsche Carrera	18
4. Jim Parkinson, A-H 3000	16
5. Pete Kunkle, AC Bristol	14
6. Bob Windhorst, A-H100S	12
6. Bob Young, AC Bristol	12

CLASS E PRODUCTION	
1. R. W. Kastner, TR-3	43
2. Ron Cole, TR-3	42
3. Dr. Ken Hayes, Morgan	37
4. Roger Slowi, Morgan	31
5. Scooter Patrick, Porsche	29
6. B. Neal, Porsche	28

CLASS F PRODUCTION	
1. Walt Davis, Porsche	66
2. Ed Barker, Porsche	65
3. Gary Beitel, Porsche	53
4. Norman Babcock, Elva	44
4. Hank Montonen, Porsche	44
5. Jim Fitzgerald, Alfa Romeo	41
6. Ron Bucknum, Porsche	33

CLASS G PRODUCTION	
1. Jim Fouch, Alfa Romeo	23
2. John English, Alfa Romeo	19
3. Bruce Augustus, Alfa Romeo	16
4. John Cooper, Alfa Romeo	7

CLASS H PRODUCTION	
1. Paul Cunningham, A-H Sprite	51
2. Bill Young, A-H Sprite	47
3. David Grossman, A-H Sprite	30
4. Bud Smith, Turner	30
5. Jim Thompson, A-H Sprite	25
6. Ted Block, Renault	21

CLASS I PRODUCTION	
1. Hua Stephenson, Fiat-Abarth	51
2. Don McCune, Fiat-Abarth	24
3. Frank Aldous, Fiat-Abarth	21
4. Willie West, Fiat-Abarth	15

WOMEN — OVER 1600cc	
1. Gail Liebaert, Ferrari	29
2. Audrey Edinger, Corvette	13
3. Louise Wilson, AC Bristol	12
4. Barbara Windhorst, AC Bristol	12
4. Ginny Sims, Corvette	11

WOMEN — UNDER 1600cc	
1. Betty Shutes, Porsche	38
2. Joan Galloway, Lotus	31
3. Sunnie Baker, Porsche	27
4. Barbara Nieland, MGA	21
5. Paula Murphy, MG-TD	17
6. Alice Warren, Alfa Romeo	15

SHAKE THE LEAD

Leading contenders for the title of "Most Annoying Driver" are those who persist in "poking along" in the fast lanes of multi-lane highways and freeways, and the California Highway Patrol has a special message for them: "Move over or be cited."



"This sort of thing never happened to us when we had our Chevy."

(Reprinted from The SATURDAY REVIEW)

ECONOMY CAR NEWS:

Small Cars Get Eyeball At N. Y. Auto Show

By MARGUERITE COOK
MOTORACING Staff Writer

American compacts and imported economy models will be displayed side-by-side at the New York Coliseum International Automobile Show, April 16-24. Explained show chief Charlie Snitow, "The American motorist is vitally interested in the revolution sweeping the industry. After all, it's a revolution he brought about himself."

Also to be unveiled at the show is a new machine, 85% car and 15% boat. This "Amphicar" is powered by an Austin 4-cylinder engine and can be driven off the highway directly into the water.

Now domestic observers are predicting that the imported car market will register another sharp rise this year — despite all the new American compacts.

Reason: The imports are continuing to develop new lines of their own and new selling campaigns. Considered as a major incentive to buying is the new "Easi-drive" automatic transmission system adapted by the English Hillman line.

This is being hailed as the first fully automatic transmission for a really small car.

NOTES ON SIMCA

Simca, one of the more popular imports, is concentrating its American sales on four models, the Etoile, the Elysee, the Grand Large and the Oceane.

D. R. Crandall, director of Simca sales for Chrysler, states that the Etoile, introduced in November, is most popular with American buyers. It is a budget-priced economy sedan.

The Elysee is a more luxurious four-door sedan, the Grand Large, a two-door hardtop, and the Oceane, a convertible with a body by Facel, famed French automotive designer.

COMPACT TRUCK

Meanwhile, Ford continued its leadership in the American compact field with plans to offer the first of the "big three" compact truck. This month it will introduce the Falcon Ranchero pickup truck. With a suggested retail delivered price of \$1,862, it will be the country's lowest priced pickup truck.

Ford continues to increase both production and sales of its Falcon, leader in the American compact competition. As of March 11, the company's total Falcon production had reached 199,227.

Ford's Comet will make its world premiere at the LA Sports, Vacation and Travel Show March 20.

COMPACTS BOOMING

Ward's Auto Reports shows that sales of American compacts increased to 106,343 in February as compared with 101,200 in January. Buried in the financial pages are such statements, that standard car

sales are not keeping pace with production and that "only the compact model appeared to be making a striking sales splash."

COMPACTS INELIGIBLE

Don't expect to hear much about the compacts at the world championship 12-hour endurance at Sebring March 25-26. At the moment none of the big three US compact cars are eligible. FIA regulations classify them as "touring cars." This Sebring race is limited to full-fledged sports models and grand touring cars. The latter is a class for limited production (at least 100 copies), high performance autos. It does include Corvettes and you will see them at Sebring.

FILLERS FOR A YEAR

Just received is AMA's 1959-60 edition of "Automobile Facts and Figures." This 72-page booklet is crammed with enough intriguing facts to keep us supplied in fillers for a year. A little digging brings out these facts about imports. US imports of motor vehicles have increased from 555 in 1940 to 718,667 in 1959. . . . More passenger cars (210,494) were imported from England in 1959 than any other country. (Second, West Germany; third, France.) . . . While 49 percent of world car production was in the US in 1958, three countries exported more vehicles than this country. Way out ahead was West Germany (cars, trucks, buses, 733,222), followed by England (total, 599,410), France, 359,328, and the US, 268,092. This was only about 100,000 vehicles ahead of Italy (total 169,253).

RAMBLER 5th!

Complete figures on automobile sales for the 1959 calendar year show that Rambler, despite those ads, was not third, but fifth in sales. The spunky independent trailed Ford, Chevrolet, Plymouth and Pontiac.

It was even smaller. . . . Studebaker-Packard, with the Lark, of course, that registered the best percentage of gain over 1958. Percentage wise it was 170%. Imports, lumped as a unit, were fourth in gain percentage. These are the figures annually compiled by NADA, the R. L. Polk statistical service and Automotive News.

SCHEDULE CHANGES

San Francisco Region, SCCA. Following are 1960 schedule changes for SF region SCCA races: April 23-24, SCCA-RDC races at Cotati Raceway, Cotati. (formerly as open date); August 13-14; SCCA-RDC races at Cotati Raceway, Cotati (Tracy races cancelled).

CUFF DEALS

About two out of every three new cars are bought on credit—National Automobile Club.



Vignettes

BY GUS V. VIGNOLLE
NO FUEL PROBLEM
AT STOCKTON RACES

(Continued from Page 1)
European GP campaigning.

Hill and others, of course, are out after the Ferrari and Porsche factories pulled out because they would not use the gas supplied by the race sponsor.

This is one of the biggest Sebring stories ever to break, but do you think the drumbeaters sent out a yarn on the development? Guess again.

Phil's good friend, Ginther, is teamed with Daigh, instead.

Quick switch to rallying. . . . Reno Lawrence and others are going all-out for a big benefit "Buddy Rallye," to be staged Sunday, May 1, by a group known as ISCARA (Intl. Sports Car and Racing Assn.). The start/finish will be at the VA Admn. Center in West LA.

This is a really worthy cause. Reno says net proceeds will be turned over to disabled veterans at that VA Center. Additional recreational equipment for the more than 2000 disabled vets will be purchased.

We had tried, unsuccessfully, to learn something about ISCARA. This was quite some time ago. But now, thanks to Reno, we have some of the answers.

Says Reno: "ISCARA was founded scarcely over a year ago, and now has a paid membership of more than 600, spread over 25 nations. It is made up of people interested in sports car racing and rallying—just like MOTORACING's readers. There are more than 150 members in California, with approximately half of these in the LA area."

Reno, ISCARA rally chairman and rallymaster of this event, adds: "We originally planned to take these fellows out in our cars for a Caravan event, but we were persuaded by their medical director that the hazards of exposure in open sports cars might not be the best thing for them."

OPEN TO ALL

"... So we are putting on this rally, open to all comers. We hope this benefit will bring a little more sunshine into some otherwise drab days for these disabled vets."

This event, which carries a \$2.50 entry fee that includes a handsome dash plaque, will be strictly for fun. The more rigorous element of navigation has been eliminated in order to attract the greatest number of donors, especially those who have never cracked the sports car rally ice. In this set are the ones who would like to compete but aren't keen about bucking the championship rally experts.

The "Buddy Rallye" will be a draw poker event. By the simple expediency of following printed route instructions, you will draw one poker card at each checkpoint along the way. At the final checkpoint, you may, at your option, discard one card and draw another.

There will be many trophies going to the better hands—and it's all a matter of luck.

Many other clubs and vet organizations have promised to lend support, and even at this early date indications are that it will be a whopper.

Starting at 9:01 a.m., May Day, the rally will take up five hours over 130 miles of paved roads and includes lunch and pit stops.

For further info, phone EXbrook 4-6248, TRIangle 7-7991, or NORMandie 5-7436. . . or write Reno Lawrence, ISCARA, Box 4127, Riverside, Calif.

Let's help put this one over the top.

(FYI: ISCARA was founded late in 1958. Bd. of directors: Wm. V. Lowe, pres; Lew Leslie, vice-pres. and chm. of the board; Yolanda Cavelli, secy-treas; Max Balchowsky, racing-tech chm, and Lawrence, rally chm.)

STOCKTON ALERT

THOUGHTS WHILE STROLLING—Stockton boys are on their toes for the SF SCCA-Lions Club go March

26-27. Earl Callicutt got a wire at Ferrari Reps here inviting the team and saying "... YOU CAN USE ANY GAS YOU WANT IN STOCKTON (obvious reference to the fuel beef at Sebring). ... COME AWAY FROM DREARY FLORIDA (referring to Sebring) TO PERFECT SUNNY STOCKTON. ... Wire was sent by Jack O'Keefe of the lively Stockton Lions. . . . Jay Chamberlain will have three Lotus Elites at Sebring, and this time, to avoid delays, etc., he prepared 'em, not the factory. Tandems, reports Lotus here, will be Jay and Bill Evans. Sam Weiss-Jimmy Hughes, Briggs Cunningham and one of his team. That last one was a puzzler. . . . Al Papp has been informed by Luis Aguilar, Jr., that the \$40,000 (alleged, asserted & purported) race at Satellite, near Mexico City, has been pushed back to May '15 (probably). And the Jefe Grande, Pres. Lopez-Mateos, will give 'em the green light to allow all US cars across the border without fregadera. . . . My spies report Don Pedro Rodriguez sought \$1500 appearance scratch, plus air travel expenses for his phenomenal race-driving sons, Pedro Jr. and Ricardo, from Miami and the shipment of a car. . . . This for the Riverside race April 3, but the Examiner didn't sail for it. Seems like a miscue; there are some 350,000 Spanish-speaking people in the LA area, and, properly exploited, those two kids could draw thousands of their compatriots. . . . At the big Riverside race, Art Snyder goes in a Mk. V Elva sportster instead of the Lotus, and also will race a FJR Elva. He certainly helped put Redondo Beach's Autosport on the map by two overall and class wins both days at Pomona — eight trophies! Ray Pickering, who with Dick Rydel completes the Autosport triumvirate, races an Elva Courier at Riverside. . . . Grumbling over LA SCCA Palm Springs trophies — too small, they said. . . . Bum Havana coverage failed to mention that Ettore Chimera, a Venezuelan driver, was killed during the GP trials when his Maserati crashed. He was taken by Army helicopter to a military hospital, where he was DOA. . . . Scooter Patrick of PAM Foreign Car Service is about fed up with production car racing. He goes next in a new backyard modified Porsche. . . . Cryptic phone call said: "Please check on who won the Cal Club's Mount-of-the-Year Award." Will do. . . . Good to see personable Josie von Neumann become the first gal in history of USAC to be licensed as a driver of sports cars. She certainly can handle 'em — better than a lot of males we know!

Schedule of Sebring Broadcast

NEW YORK, March 16 — Walter Cronkite and Art Peck, backed by a top-flight of 15, will be at the microphones of the CBS radio network broadcast of the 12-hr. Sebring sports car championship race Saturday, March 26,

Because of local programming problems, many stations delay the release of network shows for a short period. Also, there are many radio station program managers with Kurt Neumann and Pete Brock, of interest in sports car racing and of the huge readymade audience waiting to be catered to. It would be wise, therefore, to suggest that readers call their local CBS radio station for the exact times of the broadcasts in their area.

All times listed are Eastern Std. Times:
Saturday, March 26
9:55-10:00 A.M. - Race Kickoff
11:05-11:15 A.M. - Progress Report
12:05-12:15 P.M. - Progress Report
1:05-1:15 P.M. - Progress Report
1:55-2:00 P.M. - Top three report in the NEWS
5:30-5:35 P.M. - Top three report in the NEWS
6:05-6:15 P.M. - Progress Report
7:05-7:15 P.M. - Progress Report
8:15-8:25 P.M. - Progress Report
10:15-10:30 P.M. - Final results and presentation of trophies

Rodriguez Duo Goes at Sebring

(Continued from Page 1)
ica, Calif., who figured in the 1958-59 Ferrari factory wins, will not race. He has told MOTORACING his next race will be with the start of European Grand Prix racing in about two months.

Hill and the late Peter Collins won in 1958, and last year Hill, Olivier Gendebien, Dan Gurney and Chuck Daigh were the winning drivers. After the Hill-Gendebien Ferrari was forced out, Ferrari ordered them to take over the Gurney-Daigh car, which went on to win.

A Ferrari factory entry — Juan Manuel Fangio and the late Eugenio Castellotti — won in 1956, while the Maserati factory duo of Fangio and the late Jean Behra won the following year.

On Friday, March 25, races will be held for Formula Junior cars and for small grand touring cars (complete schedule past winners and records — Page 1).

The race, over a tough 5.2-mile airport course brutally rough on tires and engines, features three tandems that stand out over the field. The LeMans-type start is at 10 a.m. (EST).

Rated No. 1 is the Camoradi USA Miami entry of Britisher Moss and Dan Gurney, Riverside, Calif., a sensation last year in his first season as a Ferrari factory driver. They'll drive a 2.8 birdcage Maserati. Moss recently won at Havana in this type of car.

Next is the duo of Daigh and Richie Ginther, flying the colors of a Ferrari, one of several entered by Luigi Chinetti's North American Racing Team of New York City. Also in a Camoradi Maserati are two other top-echelon US pilots — Masten Gregory and Carroll Shelby.

Another star duo, for the first time racing together (in a Chinetti Ferrari), consists of the amazing Mexican teen-age brothers, Pedro and Ricardo Rodriguez. They always command a tremendous amount of attention here and abroad. Pedro was second to Moss in Cuba.

The USAC and Indy champ, Roger Ward, goes with George Constantine in a Maser. Other rugged entries include Walt Hansgen and Ed Crawford (Jaguar), and Ed Hugus-Augie Pabst (Ferrari).

And private Porsche entries are a cinch to be serious threats, especially when you consider such tandems as Gendebien-Maurice Trintignant, Joakim Bonnier-Graham Hill, Bob Holbert-Roy Schechter - Howard Fowler, Ernie Erickson-Don Sessler, and Anton Von Dory-Roberto Mieres of Argentina.

Well-Known West Coast entrants include Jack Breskovich (Gil Gietner), Healey; Lew Spencer, Healey; John Timanus, Alfa; Skip Hudson (Jim Jeffords), Corvette (Grand touring); Jack Nethercutt-Pete Loveley, Ferrari; (George Ahrents)-Lance Reventlow, Ferrari; Jay Chamberlain, Sam Weiss and Pat Pigott, Lotuses, and Jim Parkinson-Jack Flaherty, MGA.

Accessory company awards have boosted the pot to \$20,000. This year, an IBM electronic computer will print drivers' standing every 30 minutes — it is alleged. Host club is the Automobile Racing Club of Florida, Inc.

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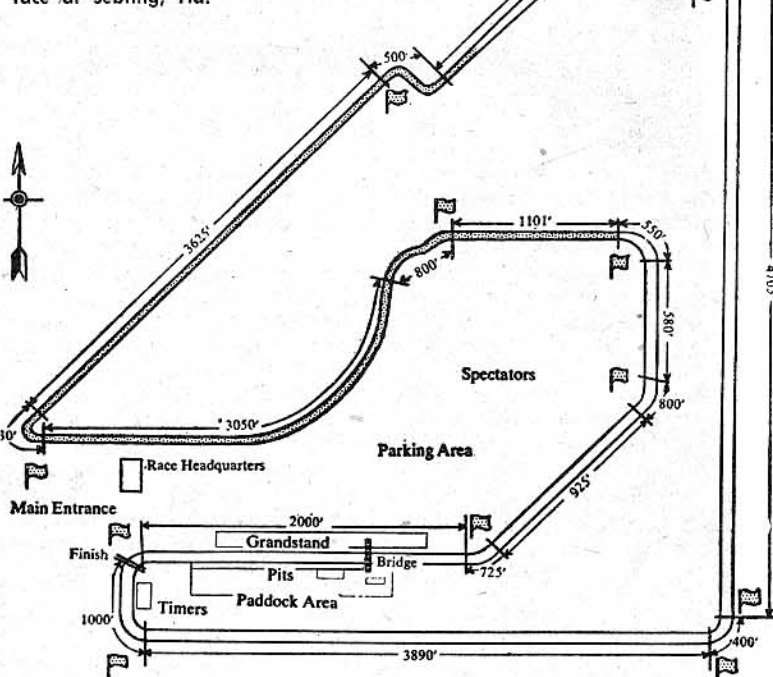
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This map shows the 5.2 mile course to be used March 26 for the 12-Hr. sports car and grand touring championship endurance race at Sebring, Fla.



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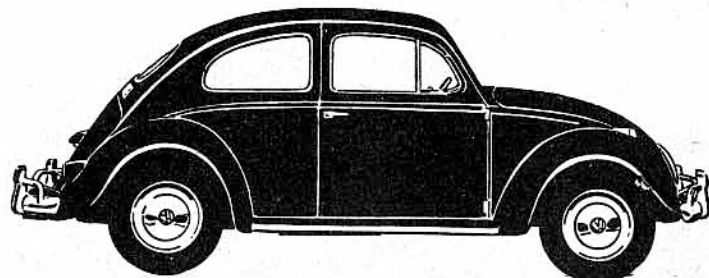
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Safety In Motoracing

By DICK TODD

Now that I have covered the subjects of safety belts and helmets to a small extent, I would like to say something about roll bars, another very necessary and mandatory item if you are going to race and would like to live to race next month, too.

I have been unable to locate any actual specifications on roll bars with either club on the Coast. One club has "recommended" roll bar installations. The other has no printed matter on the subject whatsoever.

I don't think anyone can say how a roll bar should be installed. I have seen so many different versions of this on identical cars, most of them very good. It depends on the way the car is constructed. However, if a person is going to race, I believe a roll bar should be a permanent installation, not one that can be removed after each race by taking out four or six bolts so you can get the top down to run home. It should be bolted or welded to the frame.

Specifications

I maintain the roll bar should be not more than three inches behind the driver's head and at least three inches above his head or helmet. It should be braced fore or aft and laterally. For the cheapest process, it should be made of 1015 mild, 1018 mild, Shelby 1018 1/2 hard or 1020 mild tubing. A wall thickness of .125 inches. It can be either gas or arc-welded

and is equal in strength at welds. Steel tubing is recommended for all types of roll bar construction. Threaded piping, pipe fittings or lap-welded pipe should not be permissible. 4130 is very acceptable providing you have enough money for welding and bending same. I don't believe a roll bar should be chrome-plated or wrapped with electrical tape.

...I believe that hairpin or tripod design of the roll bar is the most acceptable. Many cars come out with hoop design roll bars. To me, it is nothing but a hula hoop which acts as a barrel - if you do start to roll, you continue your process of rolling with nothing to stop you. Whereas, your hairpin or tripod will act to stop you - that is, dig in.

Can Be Poor

It is not necessary to have an expensive installation. If the proper materials are used and the installation is a permanent part of the automobile, it should be adequate.

I believe the roll bar, plus the seat belt and shoulder harness (this harness is optional), a grab bar in front of the passenger seat, and the passenger belt tied down over the passenger seat will provide maximum possible driver safety.

(Articles on safety in MOTO-RACING, by Dick Todd, will be a regular feature of this publication.)



PITSVILLE

BY MARIE DIXON

LA SCCA - Pomona
After tuning his Sprite on a dynamometer, Jim Ling was very unhappy when the car wouldn't go. He couldn't even get off the grid in the novice race. Sun., they tuned the car by ear and it ran like a gem. He started dead last in a field of 20 and finished 3rd.

Max Balchowsky had to take the injection off his Spl. The car had too much poop, with handling still not right.

Bob Bonduant didn't have his expected Corv. ride but he did get to practice in Jim Chaffee's Devin Spl. and Old Yeller. Rumor has it that Bonduant will be driving the Frank Arciero Maser at Riverside April 3.

In practice **Bob Masterson** came bombing down the straight wide open. As he went to shut off he discovered the accelerator was stuck and he went off turn 1. The large area was soon used up and his Spl., with a new point

job, went into the fence backwards and tore part of the right rear fender off. A small pebble caused the trouble. The hood of **John Cooper's** TR3 flew off in practice.

No racing for **Chuck Cornell** on Sat. after he lost the cluster gears in his Ferrari.

Ron O'Dell, who had never been on the course and didn't get any practice, was denied permission to tag behind the 1st novice race in the Porsche Carrera. The reason was if exception were made for one, they'd have to be made for all. In the 2nd novice race, 3 cars were allowed to practice.

SCCA official **Jim VanTrees** should be taught some safety rules if he intends to work the races. He made numerous trips on his motorcycle between the S/F

(Continued on Page 7)

CALENDAR

- MARCH**
13-NW SCCA races, Shelton, Wash.
19-20-National SCCA races, West Texas region Midland, Texas.
26-27 SF SCCA Races and Concours d'Elegance, Stockton, Calif.
26-12 hours of endurance (sports and ground touring), Sebring, Fla.
APRIL
2-Economy run to Minneapolis, start, L. A. Coliseum.
2-3-National SCCA Gulf Coast race, Pensacola, Fla.
2-3-Los Angeles Examiner Grand Prix, Riverside, Calif.
2-3-Central Illinois-Regional race.
2-3-Oklahoma-regional race.
8-9-Alamo-race, Carrera 'del Alamo 11 Honda.
9-10-USAC races, Vaca Valley, Calif.
10-Brussels Grand Prix.
9-10-South Jersey regional race, Vineland.
10-NW SCCA races, Shelton, Wash.
16-18-Circuit of Marseille (Jr.).
15-17-Washington, national race, Marlboro.
16-17-Central Florida, Venice race and drivers' school.
17-Sowega, Concours d'Elegance.
18-Pau Grand Prix (all categories).
19-Goodwood race meeting.
22-23-New England, regional race, Lime Rock.
23-24-Arkansas regional race.
23-24-SF SCCA-RDC races, Cotati Raceway, Cotati, Calif.
25-Syracuse Grand Prix.

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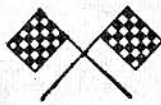
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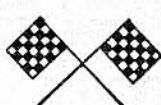
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**Riverside
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The New General Offices of Riverside Intl. Raceway have been moved to 1617 No. El Centro, Hollywood 28. Phone HO 7-5126; 7-5127 . . . All business will be cleared through this office. —DEAN MEARS.

In the News

STOCKTON RACES

SAN FRANCISCO—The Stockton Sports Car Races, Sat. & Sun., Mar. 26 and 27, inaugurate the No. Calif. racing season.

The eight races Saturday and the seven scheduled Sunday are being presented by the Stockton Lions Club under the sanction of the SCCA San Francisco region.

Race headquarters will be at the Stockton Hotel. SCCA race chairman is Jack Allan, Stockton; chief steward, Cloyd Gray.

Originally the Vacaville races, scheduled Mar. 5 and 6, were to have inaugurated the season. This event was rained out and has been rescheduled July 9-10.

USAC & Payola

INDIANAPOLIS — USAC recently urged its members to avoid "payola" from automotive supplies. It has sent notices to all members urging caution in contract dealings with automotive and accessory manufacturers in USAC competition.

The statement said that the public should have the assurance that properly tested and approved automotive products "are selected by the participants on the basis of quality and performance, not on the basis of what might well be considered "payola."

SPORTS CAR DEBATE

"Sports Cars - Pro and Con" will be the subject of traffic safety meeting at the 7th Annual Western Safety Congress and Exhibits, Apr. 1-13, in Los Angeles.

Four "qualified speakers" and audience participation will be a feature. The safety congress is being sponsored by Greater Los Angeles Chapter of the National Safety Council and 45 cooperating organizations.

SEBRING RECORDS

Records — Race: 1958, Ferrari, Peter Collins and Phil Hill, 200 laps, 1,040 miles, 86.666mph. Lap: 1958, Aston-Martin, Stirling Moss, lap 31, 3:20, 93.6mph. For comparison: Formula GP cars, Dec. 12, 1959 — Race: Cooper-Climax, Bruce McLaren, 42 laps, 218.4 miles, 2:12:35.7, 98.87mph. Lap: Cooper-Climax, Maurice Trintignant, 3:05, 101.13 mph.

More Indy Entries

INDIANAPOLIS, March 15 — Cars assigned to Gene Hartley, of Indianapolis, and Bob Veith, Oakland, boosted the official entry list today to 28 for the 44th annual 500-mile race at Indianapolis Motor Speedway May 30.

DEALER CHANGES

Italian Imports, 2430 E. Slauson Ave., Huntington Park, has been appointed a Fiat dealer. Paul Dombroski is president of the agency. . . . Sole owner of VeVon Motors is now Von Moffett. He has appointed James Panos as general manager of the Plymouth-Valliant-Triumph dealership at 1600 Cabrillo Ave. in the South Bay area. David J. Bricker Inc. 6140 Hollywood Blvd., has been awarded the Comet franchise for Hollywood.



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SPECIAL ATTENTION TO
SPORTS & ECONOMY CARS

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm



SO, THIS FRIEND of ours wanted to go to a drag race at Mickey Thompson's strip in Long Beach. The trouble was that he didn't know if there was a major event the upcoming weekend. So, he went to the Las Palmas newstand and asked for a copy of DRAG NEWS. The clerk eyed him speculatively.

"I knew you fruits had a monthly magazine, but this is the first time I knew you had a newspaper. Krikey, is there that much action in Hollywood?"

Our friend never did find out about the Long Beach drags. He did end up at a pretty strange party, though.

Drive Train

Have you ever noticed how you don't mind it too much when you see a Detroit car badly driven, but it makes you furious when you see a badly driven sporty car?

Like chugging along in 2nd gear over Laurel Canyon behind a string of American tubs, then finding it's a guy in an Austin Healey 100-S who's potting along at 20mph, and holding up everyone?

Poorie Richie

We understand from an impeccable source that now that Richie Ginther has quit the Ferrari equipe (pipe the fancy talk), he is going to be sales manager for Max Balchowsky, who will turn out a series of Formula Junior cars, called "Small Yellers."

Sprite Face!

For the last month we've been running the Birdcage Sprite in the

Freeway Slalom. Like, downtown LA every morning. What a test of brakes, 1st gear and ennui. Some mornings the traffic jam is so bad that we don't even get out of the garage.

Surplus Information

It has utterly nothing to do with motor racing, but have you been in a surplus store lately? You know how they used to sell canteens and cartridge belts left over from WW II and that minor policing action? They still sell them, but they aren't Army surplus. They're made in Japan, a perfect imitation of Army Surplus. And cheaper than real surplus.

Good grief, where will it all end.

'Same Thing'

An auto salesman in the Valley, whose boss buys him the space for a daily column, recently claimed that the LA SCCA Pomona race was going to be held in Pasadena.

Both names start with a "P", so it's almost the same thing. If he ever sets up a race for Pismo Beach, we'll go along just to see what happens.

NOT FAR AWAY

"If people acted like nations they would all be put in straight-jackets."—Tennessee Williams.

HOW CAN YOU TELL?

Lost, pet descended skunk Vic. HlydSunset. He is defenseless. If you see, please call - Ad in Hollywood Citizen-News.

ROD CARVETH WRITES:

LETTER FROM DOWN UNDER

Editor's Note—Rod Carveth, prominent No. Calif. sports car pilot, recently returned from a trip to Australia. Here are some of his interesting observations:

Dear Gus:

There is no differentiation between pros and amateurs. They believe there is only one pro in the world - (Moss), i.e., he earns his living from racing. Therefore, all others are amateurs.

The oil companies are the major sponsors. They pay five to six times the prize money offered by the organizing group and keep racing on an interesting and lucrative level.

The Australian concept on categorizing cars is quite simple. A sports car is one that has four fenders, two seats, running on gas. A race car is a monoposto without fenders running on fuel. Very logical and simple. And we have Sprites beat Lotuses.

Australians love competitive sports. At the Championship races at Bathurst (a course as rugged as the Ring), the attendance figures were over 30,000, even though the location of said course is quite inaccessible, and over 6" of rain fell in less than a day. They run races on schedule; there is no such feature as cancellation, postponement, or rearrangement of length of events.

General Motors manufactures a car called Holden, whose engine is a 2/3 edition of our old Chevy 6. The engine has become the basis of the hop-up artist. The stock (saloon) car races are dominated by Holdens, and it is not

unusual for Holdens to wallop hopped up 3.4 Jaguars. A Lou Molino of Melbourne has a twin-cam, blown Holden Special that is virtually unbeatable, as long as it stays glued together.

Their sports car clubs are money making corporations. They have full time paid managers, who double as secretaries, publicity agents, and bar tenders. Each club has its own headquarters, offering food, drink, entertainment, slot machines, technical libraries, etc. Press liaison between clubs, radio, T. V., newspapers is very cordial, coverage by radio and T.V. of races being common occurrence. Race winners and colorful copy are often Page One items.

Australians —

- 1-Have a great deal of affection and respect for Americans;
- 2-Have the finest beer and wine in the world.
- 3-Have the World's worst roads.
- 4-Are the most hospitable group we have ever known.

Our own racing ventures are nothing to boast about, although we won several events. Only interesting part of our journey would be the delays of the race cars, Aston and Olds arriving two weeks late-also badly damaged. The Junior also arriving very late, and the Ferrari never showed. It could be worthwhile for an American to race in Australia. If he were sponsored by an oil company, and stayed Down Under for their season—about six months—he could come out on top, even if he raced a VW or Sprite.

Sincerely, Rod.

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Rally Sparks

BY DUANE SPARKS

Now that Spring has sprung, the frantic portion of the 1960 rally season is upon us. The next 60 days will see not only an unusually large number of top-flight navigational rallies but also many races, slaloms, economy runs and just plain and fancy fun events to entice the enthusiasts.

Even among the navigational there is a wide variety from which to choose, ranging all the way from the standard championship events sanctioned by SCCSCC or NCSCC to a semi-pro event in July, sponsored by Gough Industries which will boast a first prize of a paid entry fee as a member of the Gough team on this year's AMERICAN INTERNATIONAL. We'll have more info about this Gough rally later — it will be open to owners of BMC cars and will be master-minded by Jack Sparks, the intrepid modified Class H pilot.

Under the heading of WORTHY CAUSES come two noble efforts. The first is the RALLYE DE BUNNY HOP, scheduled as an Easter party for the benefit of 500 children in various Welfare Homes in the LA area. Many local clubs are cooperating to make this a big event in the lives of the youngsters concerned. The whole thing will take place on April 16 under the able direction of JIM ALEXANDER and GERI FLEMING.

Then on May 1, Reno Lawrence announces his ISCARA group will offer a combination parade and poker rally, the BUDDY RALLYE, for the benefit of the resident patients of the Sawtelle Veterans Administration Center and with the aim of providing funds to purchase recreational equipment for the patients.

We're indebted to the British Empire Motor Club for sending along complete results of their recent CANADIAN WINTER RALLY VIII. A 3-day affair with 32 checkpoints, it drew a large field of hardy souls, of which 92 cars finished. Timing was to nearest minute except for one leg (to the second) as a tie breaker.

As soon as we can put some lights in the Facel, we'll be off to



"Michigan monstrosities may rule the road today, but if we band together... today the United States... tomorrow the World. I look forward to the day... here! here! you... you in the whitecoats... get out of here... unhand me I say..."
CHUCK RAU, NORTHROP SCC COURSE MARSHAL.

"The SF region of the Sports Car Club of America faces a possible expulsion... The sleepy-heads in Westport just can't understand why the progressive roadrace wheels in this region keep making their own rules to conform with local racing conditions. Heretofore they have expressed shock, then indignation, then have adopted the same rules for national compliance such as mandatory roll bars, Snell Helmets, etc. Now that the bars are down in this region, whereby anyone can run in road races, regardless of their amateur or professional status quo, the crew cuts in Westport are irked again. So anything can happen. Our suggestion: go back to the cricket courts again and let the West Coast boys work out your future for you... or you'll wake up some morning without any." — JOSH HOGUE, SAN FRANCISCO CHRONICLE.

the Bay area for the BOONDOCKS. We're really looking forward to this one—fully expecting it to be one of the best of the year—and then right back the next weekend to San Diego for the ATLAS, a one-two punch for you if there ever was one. Next issue will see results of Pacific SCC's RALLYE DE WHEEL BOUNCE with both SCCSCC and California championship point standings to date.

BOOZING SWISS

Switzerland leads in percentage of alcoholics in proportion to total adult population. Then come Chile, France and the USA.

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Driving School At Riverside

A fully-approved competition driving school is planned for Riverside according to new director, Dean Mears. First classes are open for enrollment at the course Sunday, March 20.

The new driving school, sanctioned by both California Sports Car Club and the Sports Car Club of America, is dedicated to promoting better and safer driving for the highways as well as fostering a growing interest in automotive competition. Mears has indicated a full day of both instruction and practice sessions will be available, with all safety measures being strictly enforced. Six instructors will be available for all classes, and it is expected that some of the foremost competition drivers in the world will be on the faculty. Enrollees will be graduated after sufficient instruction and observation, and will receive a certificate of completion from the school. The certificate will be accepted by both CSCC and SCCA as evidence of qualification for a competition license.

COP WARNING

Motorists who fail to lower their headlight beams when they should will get their full share of attention from California Highway Patrolmen, CHP Commissioner Bradford M. Crittenden warns.

RALLY CALENDAR, RESULTS

BRITISH EMPIRE MOTOR CLUB CANADIAN WINTER RALLYE VIII FEB 12-14

POS.	DRIVER	NAVIGATOR	CAR	CLUB	ERROR
1.	D. A. Hamby	W. F. Davidson	Riley	MCCCT	11
2.	K. D. MacLennan	R. A. Dempsey	Anglia	BEMC	13
3.	B. A. Tortter	J. E. Bickham	Saab	SCCA	16
4.	L. Lalonde	J. Jones	Riley	CRDA	19
5.	J. A. Duncan	D. Chambers	TR Herald	BEMC	22
6.	R. J. Wood	W. H. McKee	Zephyr	GVCC	23
7.	J. Bowles	M. Schaefer	Hillman	BEMC	26
8.	F. Lathe	Sheila Lathe	Volvo	BEMC	27
9.	G. Reid	G. Blane	Hillman	Hamilton SCC	31
10.	L. Howell	W. A. Silvera	Anglia	BEMC	33

SPORTS CAR CLUB OF SPOKANE SUDDS-N-DUDS RALLY MARCH 6, 1960 LARRY SPRAGUE R.M.

POS.	DRIVER	NAVIGATOR	ERROR
1.	Ernst	Taylor	114
2.	T. Deno	J. Deno	165
3.	Reid	Mrs. Reid	217
4.	Nelson	Barrett	234

RALLIES

- MARCH
- 25-27 - HARBOR SCC REUNION LAS VEGAS RALLY IV an SCCSCC open navigational event Coffee Dan's West Covina 9:30 P.M. to Stardust Hotel Las Vegas \$10 for rally, plaques & breakfast (2) Bill Layton & Rolf Donahower co-R.M.s Call Betty Ross HI 7-9710
- 26-27 - SCCA CHISHOLM TRAIL NATIONAL RALLY A National Championship event organized by DALLAS SCC 850 miles \$15.00 P. O. Box 7713, Dallas Texas
- 27 - LOCKHEED SCC SCOTSMAN'S RUN II Economy run 4 1/2 hrs. 160 miles on ton-mile basis. Call Hugh Priddy CI 4-6220 \$2.50 9A.M. Riverside & Canbanga
- APRIL
- 1 - M G OWNERS OF S. C. SEARCH I nav. with gimmicks 8 P.M. 3969 Lankershim 3 hrs. \$2.50. Ernie Healy AX 1-0974
- 2-3 - TRI-ANGLES SCC RALLYE DE BOONDOCKS IV an NCSCC Championship event 12 hrs. 300 miles 7 P.M. in Palo Alto finish near San Jose \$4.00 Bob Cook R.M. 2485 Tulip Road, San Jose. Qualifying event for Calif. championship points.
- 3 - ORANGE COUNTY SCC CORRIDA DE LOS CARROS IV An SCCSCC Championship Gymkhana Orangefair Shopping Center, Fullerton 9 A.M. \$3.00
- 3 - SANTA MONICA FCCA SCRAMBLED LEGS RALLYE 8:31 A.M. 4 1/2 hr. nav. 1723 4th St. Santa Monica 120 miles \$2.00 Bob Collis R.M. OR 1-9560
- 7-9 - GENEVA RALLY (Europe)
- 9-10 - SCCA JERSEY 500 National Championship event (New Jersey)



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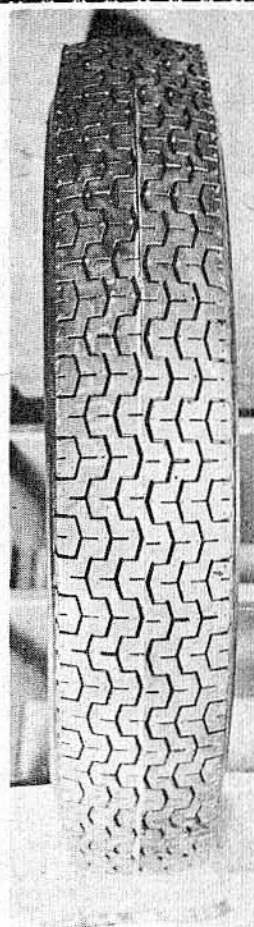
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BIG WEEKEND — It was a big day for trailer exec Art Snyder at the LA SCCA Pomona races. He scored two wins both days—winning with an Elva Formula Jr. and a Lotus in the modified small-bore. Right now he doesn't know whether to trade all his trophies for bedueteous Marianne Gaba, film and TV actress and former Miss Illinois in the Miss Universe contest.

(Photo by James W. LaTourrette)

POMONA RACE CHARTS

LA SCCA—Pomona Pacific Coast Sports Car Championship, Course—2mi.
SUNDAY, MARCH 6
DNF's by MARIE DIXON.
RACE 1—WOMEN.

Pos.	Behind	Driver	Car	Class
1		Shutes, Porsche RS	1Fm	
2	6	Galloway, Lotus	2Fm	
3	39	Liebaert, Fer. T. R. 250	1Em	
4	46	Baker, Por. Sup Sp.	1Fp	
5	52	Warren, Al Sp Spy	2Fp	
6	70	Edinger, Corvette	1Bp	
7	71	Stadel, AH 100S	1Cp	
8	71.5	Taylor, Lotus MG	3Fm	
9	81	Murphy, MG TC	4Fm	
10	82	Nieland, MGA Rdst.	3Fp	
11	3L84	Nelson, AH Sprite	1Hp	
12	4L70.5	Reitz, Fiat Ab Spyd	1Hp	

DNF—Richardson, Jag., blew pressure plate.
RACE 2—Production G H I & J, time: 20m10.4s., laps: 12, avg: 71.3 mph.

Pos.	Behind	Driver	Car	Class
1		Cunningham, AH Sp Rd.	1H	
2	2	Grossman, AH Sprite	2H	
3	3	Ling, AH Sprite	3H	
4	4	English, Al Giul. Rdst.	1C	
5	27	Aldhouse, Fiat Ab. Zag.	1I	
6	28	Stephenson, Fiat Ab Spy.	2I	
7	45	Fouch, Al Rom Giul.	2G	
8	50	Smith, Turner Rdst.	4H	
9	63	Cooper, Al Rom Spy	3G	
10	66	Cobb, Fiat Ab Zag	3C	
11	72	Vicario, DB	5H	
12	73	Knight, AH Sprite	6H	
13	77	Young, AH Sprite	7H	
14	88	Sweetser, MG TD	4G	
15	89	Engberg, MG TC	5G	
16	92	Fite, Porsche	6G	
17	92.5	Cutler, AH Sprite	8H	
18	11.5	Silvi, Fiat Ab	4I	

DNF—Augustus, Alfa, blackflagged last lap, while leading race for spilling gas; Burhop, MG TD.
RACE 3—Production F only, time: 18m48.5s., laps: 12, avg: 75.5 mph, miles: 24.

Pos.	Behind	Driver	Car	Class
1		Davis, Porsche 1600S		
2	.75	Buckman, Porsche 1600 S		
3	15	Babcock, Elva Courier Rdst.		
4	15	Fitzgerald, Alfa Rom. Vel.		
5	16	Neal, Porsche 1600 S		
6	17	Milana, Alfa Rom Sup Spy		
7	40	Kirby, Porsche 1600 S		
8	41	Mackey, Alfa Super Spyder		
9	50	Dotzauer, Porsche 1600		
10	51	Van, Porsche Super Cpe		
11	62	Sauer, MGA		
12	62.5	Tillotson, Alfa Rom Su Spy		
13	82	Reed, Porsche		
14	100	Pickering, Elva Courier		
15	115.4	Rodney, Elva		
16	3L64	Montonen Porsche 1600 S		

DNF—Beitel, Porsche; Lumkin, MGA, collapsed piston; Nickle, Porsche, lost fan belt; Winters, MGA, tire rubbing fender; Hosch, Alfa, shift lever came off; Catron, Porsche, blew piston.
Race 4—Production D & E, time: 18m46.4s., laps: 12, avg: 76.8 mph, miles: 24.

Pos.	Behind	Driver	Car	Class
1		Kunkle, AC Bristol	1D	
2	11	Hills, Por. Car. GT	2D	
3	30	O'Dell, Por. Car. GT	3D	
4	35	Windhorst, Aus Hea 100S	4D	
5	43	Kastner, Tri TR3	1E	
6	45	Brophy, Por. Car. GT	5D	
7	54	Haywood, AC ACE Bris.	6D	
8	87	Burton, Morgan Plus 4	2E	
9	94	Hayes, Morgan	3E	
10	96	Harris, Morgan	4E	
11	11.5	Bush, Aus Hea	5E	
12	11.7	Stephens, Aus Hea 100	6E	
13	11.10	Hodges, Morg Plus 4	7E	
14	11.31	Cooper, Tri TR3	8E	
15	11.64	Shilling, Aus Hea 100S	7D	
16	11.89	Mergens, Tri TR3	9E	
17	11.108	Brand, Aus Hea 6	8D	
18	13.30	Allen, Triumph TR3	10E	

DNF—MacManus, Morgan, rocker arm failure; Spratt, TR3; Parkinson, Austin Healey, fan through radiator; Weaver, Austin Healey, dropped valve through piston; Williams, MGA, overheating; Slowi, Morgan, possible broken piston.
Race 5—Modified G H & I, time: 22m

Pos.	Behind	Driver	Car	Class
1		Snyder, Lotus LeMans	1G	
2	20	Neumann, Lotus XI LM	2G	
3	48	Brock, Lotus Mk XII	3G	
4	59	Pigott, Lotus MK XI	4G	
5	118	Molle, Fairchild Panhard	1H	
6	119	Monise, Lotus MK XI	5G	
7	122	Gounis, Fiat Cros Rdst.	2H	
8	214.4	Lindquist, SAAB	3H	
9	217	Schillreff, Sch. SAAB Rd	4H	
10	219.5	Sparks, Cros Spy	5H	
11	216.3	Smith, Miller Cros	6H	
12	217.3	Miller, Crosley Rd.	7H	
13	217.4	Schoenen, Dev Pnhd	8H	
14	217.7	Pryor, Snd Sp. Rdst.	9H	
15	218.0	Dean, Pnhd Spe.	10H	

DNF—Maslin, Lotus; Blauvelt, Miller Spl., hole in side block.
Race 6—Compact and Formula, time: 15m39.6s., laps: 10, avg: 76.7 mph, miles: 20.

Pos.	Behind	Driver	Car	Class
1		Snyder, Elva	1FJ	
2	1	Nichols, Cooper MK XI	1F3	
3	5	Atsatt, Elva Courier	2FJ	
4	6	Morrow, Cooper Norton	2F3	
5	17	Freutel, Stanguellini	3FJ	
6	62	Eglinton, Kieft Nor	3F3	
7	114.0	Dixon, Val Sedan	1Com	
8	114.1	Block, Ren Dau	2C	
9	115.5	Kleven, Vol PV 544 Sd	3C	
10	116.9	Labriola, Volvo Sed	4C	
11	119.5	Parnelee, Fairchild	4F3	
12	119.8	Quivey, Special	5F3	
13	121.6	Behrens, Fiat	5C	

DNF—Molle, FJR, throttle, stuck; Schlimmer F3, hit bale; T3 fuel pump.
Race 7—Production B & C, time: 22m 25.4s., laps: 15, avg: 80.3 mph, miles: 30.

Pos.	Behind	Driver	Car	Class
1		Porterfield, Corvette	2B	
2	20	Porterfield, Corvette	2B	
3	33	Lane, Corvette	3B	
4	43	Jones, Corvette	4B	
5	58	Geddes, Corvette	5B	
6	70	Yonemoto, Mer Bnz 300SL	1C	
7	88	Peck, Corvette	6B	
8	116	Edinger, Corvette	7B	
9	114.7	Brassell, Corvette	8B	

DNF—Lunden, Corv., shift lever came off; Saylor, Corv., blew clutch; White, Jag, handling; Duncan, Jag, broken water hose; MacDonald, Corv., rings, was running 2nd; Purvis, Mercedes, climbed bale T9.
Race 8—Modified B C D E & F, time: 28m46.4s., laps: 20, avg: 83.4 mph, miles: 40.

Pos.	Behind	Driver	Car	Class
1		Chamberlain, Lot MK XV	1F	
2	63	Budurin, Fer T. R.	1D	
3	67	Roetnor, Fer Monza	2D	
4	71	Michelmere, Por RS	2F	
5	106	Parsons, Lot Fer	1E	
6	113	Masterson, Bat Chev	1B	
7	114	Cornett, Fer TR 250	2E	
8	111.5	Timanus, Lotus	3F	
9	111.1	Bird, Mas Monza	3D	
10	111.1	Chaffee, Pink Ele Dev	2C	
11	111.1	Kyte, Elva MK V	1G	
12	111.1	Taylor, Lotus MK IX	4F	
13	121.1	Martelli, MG TC	5F	
14	131.1	McDowell, Kur-Cor 500S	1B	
15	131.1	Sullivan, Fiat	3E	
16	131.1	Stewart, DeMar MK I	3C	

DNF—Balchowsky, Old Yeller II, bent push rods or broken valve; Drake, 2.8 Maserati, header broke, got brakes hot; Miller, Devin Olds, engine froze; Becker, Ferrari TR, lost 3rd gear; Hale, Porsche Spyder.
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SNYDER'S DAY — Art Snyder of the Pacific Sports Car Club team puts his Autosport firm, which handles Elva cars, on the map as he roars to victory at Pomona in an Elva Formula Jr. (top). In lower photo he's winning small modi-

SATURDAY'S SCCA POMONA RESULTS

Saturday, March 5
RACE A—NOVICE, MODIF. & PROD.
F, G, H, & I: 5 laps, 10 miles, time 7:49.2, avg. 76.7 mph. 1) Michelmore, Porsche RS; 2) Babcock, Elva Courier; 3) Dotzauer, Porsche 1600 N. CLASS FM, Michelmore; FP, Babcock; GM, Burgraff, OSCA; GP, Engberg, MGTC; HM, Smith, Crosley Spl; HP, Cutler, AH Sprite; IP, Evelhock, Fiat Abarth Spy.
DNF—Fitz, Porsche 1600, tire rubbing fender; Brown, MGA 1600 blew rod.

RACE B—NOVICE, B, C, D, & E: 5 laps, 10 miles, time 8:12.2, avg. 73.0 mph. 1) Hale, Porsche RS; 2) Jones, Corvette; 3) Slowi, Morgan plus 4. CLASS BP, Jones; CP Yonemoto, MB 300SL; DP, Shilling, AH 100S; EP, Slowi; FP, Lynch, AR Veloc; DM, Bush, AH; EM, Milligan, MGTC Spl; FM, Hale.
DNF—Saylor, Corv., didn't get credit for finish; Hayes, Morgan, hit bales T3; Huges, Morgan, lost oil.

RACE C—WOMEN: 5 laps, 10 miles, time 8:1.6, avg. 74.8 mph. 1) Shutes, Porsche RS; 2) Galloway, S/C Lotus; 3) Baker, Porsche Sup Spd.

RACE D—PROD. G, H, I, & J: 5 laps, 10 miles, time 8:28, avg. 70.9 mph. 1) Agustus, AR Giul; 2) English, AR Giul; 3) Fouch, AR Giul. CLASS G, Agustus; H, P. Cunningham, AH Sprite; I, Al-hous, Fiat Ab. Zig.

DNF—Ling, AH Sprite, timing.
RACE E—PROD. F: 5 laps, 10 miles, time 7:54 avg. 77.6 mph. 1) Buchnum, Porsche 1600 Sup; 2) Pickering, Elva Courier; 3) Davis, Porsche 1600 Sup.

DNF—Nickle, Porsche 1600, hit bale; Lynch, Alfa.

RACE F—PROD. D & E: 5 laps, 10 miles, time 7:45.8 avg. 77.2 mph. 1) Parkinson, AH 300; 2) Kunkle, AC Bristol; 3) Kastner, TR3. CLASS D, Parkinson; E, Kastner.

DNF—Brand, Austin-Healey.
RACE G—MODIF. G, H, & I: 5 laps, 10 miles, time 7:28.8, avg. 80.2 mph. 1) Snyder, Lotus; 2) J. Pigott, Lotus; 3) Maslin, Lotus. CLASS G, Snyder; H, Molle, Panhard Spl.

DNF—Schoenen, Devin - Panhard, blackflagged to give medical aid. Fagool, Fagool Spl., flipped; Burgraff, OSCA, broke finger off transmission; Brock, Lotus, distributor came loose; Miller, Crosley.

RACE H—COMPACTS AND FORMULA: 5 laps, 10 miles, time 8:44.2, avg. 68.6 mph. F-JR, Snyder, Elva; F-III, Nichols, Cooper-Norton; COMPACT, B. Dixon, Valiant.
DNF—Eglinton, F3, hit bale; LeGrand, F3, hit tree.

RACE I—PROD. A, B & C: 5 laps, 10 miles, time 7:30, avg. 80 mph. 1) Settember, Corvette; 2) Lane, Corvette; 3) MacDonal, Corvette. CLASS B, Settember; C, Richardson, Jaguar XK-120. (Porterfield, Corvette, moved from 2nd to 5th by order of chief steward.)

RACE J—MODIF. B, C, D, E, & F: 5 laps, 10 miles, time 6:53.4, avg. 87 mph. 1) Balchowsky, Old Yeller Mk. II; 2) Drake, Maserati; 3) Budurin, Ferrari TR. CLASS B, Balchowsky; C, Masterson, Batmobile Spl; D, Drake; E, Becker, Ferrari TR; F, Chamberlain, Lotus XV; G, Kyte, Elva Mk. V.

DNF—McGee, Kurtis-Corv., broke sway bar and engine mount.
DNF's by MARIE DIXON

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4 WINS FOR SNYDER

Chamberlain, Lotus on Top

BY W.R.C. SHEDENHELM
MOTORACING Staff Writer

POMONA, CALIF., March 6 — Jay Chamberlain, Burbank Lotus distributor, drove his Class F Lotus Mk XV to a decisive win today on the twisting 2-mile LA County Fairgrounds course after Max Balchowsky's Old Yeller Mk. 11 went out with a broken valve and Bob Drake's birdcage Maserati retired with a leak in the exhaust header which had boiled all the brake fluid out of the master cylinder.

Chamberlain's race average for the 20 laps was 83.4 mph. Balchowsky, in winning Saturday's 5-lapper, had set an average of 87.0 mph. Races were staged by LA SCCA.

Some 10,000 paid spectators saw Balchowsky take the lead from today's starting grid, then lose it to Drake on the 5th lap. Within three laps both were in the pits and Alex Budurin moved his Ferrari Testa Rossa into the lead, with Chamberlain closing the gap. Two laps later, Chamberlain moved into the lead and held it for the checkered flag, his first major SCCA win. Budurin was 2nd and Mike Roetnor (Ferrari Monza) was 3rd.

The big production car race was a duel among Tony Settember, Buford Lane, Dave McDonald, and Andy Porterfield. Settember won both days. Today, McDonald dropped out and Porterfield moved past Lane for the 2nd spot. The tightest battle was between Lane and the Mercedes 300SL roadster of Ed Purvis. After repeated laps on Lane's tail pipe, Purvis made his final bid on the last lap and parked the SL on the hay bales of the final turn.

The formula and compact car race was the final touch for Art Snyder's trophy collection, his two class and overall wins in the Elva Formula Jr. and two class and overall wins in the Lotus Lemans both days piling up eight awards. Close behind both days, for 2nd spot, was Ken Nichols in a Formula

III car, finishing 1 sec. back in today's 10-lap race.

The only serious accident of the weekend occurred in yesterday's Formula race when Eldon Le-Grande flipped his Renault Spl. and broke his arm.

Only one U.S. "compact" car, a Valiant, ran the event, with Bill Dixon winning.

The small modified race was led by Snyder from the first lap, with Kurt Neuman and Pete Brock, all in Lotuses, finishing in that order. Back in the Class H cars, Wm. Molle took the trophy both days in his Panhard special.

The D and E production race was a see-saw battle between Pete Kunkle in an AC and Saturday's winner, Jim Parkinson, in an Austin Healey 3000. Kunkle took an early lead, lost in to Parkinson, then regained it just before Parkie's fan belt popped off, putting him out of the race in the final laps. Jay Hills and Ron O'Dell, in Porsche Carreras, finished close behind the AC.

The small production car race ended with Sprites taking the checkered flag 1-2-3, ahead of a gaggle of Alfas and Fiat Abarths, after Bruce Augustus, yesterday's winner, was black-flagged out of the lead spot for leaking gasoline for several laps. Paul Cunningham was today's victor.

TECATE RACES

Big motorcycle race program will be held at Tecate, Baja, Calif., near Tijuana, April 2-3. A 100-mile Grand Prix is set for Sunday over a five-mile course through the town.

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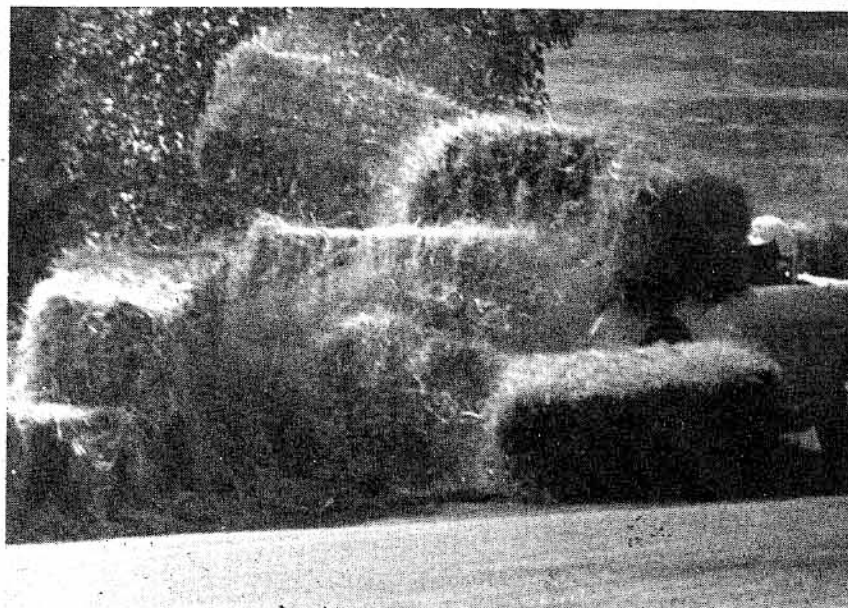
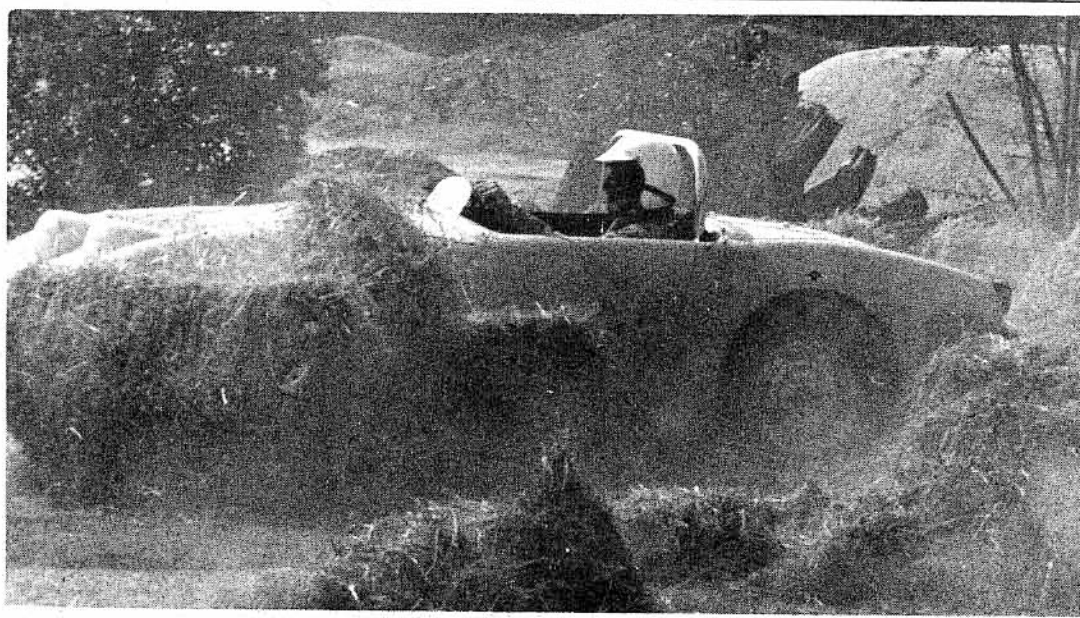
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HOME IN HAYVILLE — This Austin Healey Sprite picked up added weight as it ploughed the straw at Pomona races March 6. At right, Ed Cutler starts exploring the hay, slashing into the stuff

at Turn 2. Outwardly unaffected and without damage, the Sprite pulls out of the hay bales in good shape in photo at right. (Photo by James W. LaTourrette).

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PITSVILLE

(Continued from Page 4)

line and the pre-grid area as though his life were hanging in the balance. One time he even swung onto the course as the cars were coming down the straight towards him.

Twice after the start of a race, and after the course had been cleared, as the announcer followed the cars around, relaying the action, he suddenly yelled "GET THAT MOTORCYCLE OFF THE COURSE!" Yep, you guessed it.

Before the Corv. race on Sat. Don Bachold discovered the Lundin Corv. needed a side plate for the trans. John Knowland, parts man for C. S. Mead, offered the part free but they had to go to Azusa to get it. A quick trip wasn't quick enough — they got back at the end of their race.

As race day started Sat. the doctor who was supposed to work with the ambulances wasn't there and so Dr. Schoenen and Dr. Burgraff were asked to stand on call when they weren't racing, which was fine with them. However, it could have led to a very dangerous situation as they were both in the Mod. G H & I race.

The first time a doctor was needed was in that race when Lou Pageol lost a wheel and did a spectacular flip on the back of the course. Dr. Schoenen was blacklagged to give medical aid which luckily, wasn't necessary. Pageol's car looked totaled.

In the following race Alden LeGrand wrapped his F3 around a tree that wasn't haybaled, on the back straight, and broke his left forearm. Dr. Burgraff said his shoulder straps saved his head from hitting the tree.

Duane Alan's classic remark about this incident was, "Someone asked me if I was going to bale those trees and I said hell no, no one ever goes into them." He must have watched previous races with his eyes closed.

Ron Cole's racing came to an abrupt halt on Sat. when the transmission housing broke in his TR3 while lined up for practice.

The Devin-Olds had little gremlins working overtime for Ak Miller. In Sat. practice he broke the linkage in the rear end and in Sun. race the engine, a new one, froze up.

Kip Brown took off for Pasadena shortly after the 1st race on Sat. to try and fix a blown rod in time for Sun. race. He didn't make it.

David Salor spun his Corv. on the last lap in race B, re-entered and crossed the finish line but didn't get credit for it.

As Bob Drake was standing at the S/F line talking to some officials with the SCCA approved Toppex helmet under his arm, the lining fell out and broke.

Andy Porterfield was penalized 3 positions in the Corv. race on Sat. because "He went off turn 3—once," per Lindley Bothwell. Of all the people who were off on T9, Andy was the only one penalized.

On the 5th lap in the main, Jack Stewart brought his DeMar Spl. into the pits with his left rear wheel at a crazy angle. He had a broken half-shaft. He put the welder right to work and before long he was ready to go.

Stewart had a little trouble getting started but it finally caught, loaded up and died. It then caught fire, but it was put right out. A quick check to make sure everything was all right and then he returned to the course to finish the race.

Somehow, during the main event, Al Torres got confused and yelled to the

SHORT TAKES



So. Calif. sports car owners will play Easter rabbit to more than 300 underprivileged children when they stage their first annual Rallye de Bunny Hop Sat., April 16.

Children will be picked up at 9 a.m. from Welfare Homes in the LA area and rally to Burbank's Buena Vista Park for an Easter egg hunt, picnic lunch and spectacular stage show featuring TV's Walker "Little Rascals" Edmiston; Tom Hutton, quick cartoonist; and Steve Lewis, magician.

Sports car owners or clubs wishing to participate please call Jim Alexander at VI 9-6085 or Geri Fleming at PO 1-3494.

Campus Safety

ITHACA, N.Y. — The 7th annual conference on campus safety, sponsored by the National Safety Council, is scheduled at Cornell University here, June 19-22.

Jim Lowe, newly-elected representative from Area 10 of the SCCA Board of Governors, wants to carry out his campaign promises. He's asked those who voted for him to send constructive criticism and ideas to his office, Room 1010, 155 Montgomery St., San Francisco 4.

More than 60 per cent of the persons who died in traffic accidents investigated by the California Highway Patrol during the New Year's week end were killed in accidents involving only one automobile.

Bradford M. Crittenden, CHP commissioner, Sacramento, adds that most of those single car accidents were caused by too much speed. About half the drivers had been drinking.

scorers "210 is leading" (Alex Budur-in, Ferr TR.). The scorers didn't catch the mistake until a few laps later (Jay Chamberlain, Lotus, was leading) but it was too late to change then. At the end of the race, with two winners in the circle and much confusion at the S/F line, it was finally agreed that Cham-berlain was the winner!

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NEWS

SEBRING, FLA., MARCH 26 — PROVISIONAL ENTRY LIST AS OF MARCH 10

CARS	CLASS GT-SP.	ENTRANT	DRIVERS	CARS	CLASS GT-SP.	ENTRANT	DRIVERS
A. C. Bristol	X	A. C. Cars Thames Ditton, Eng.	Robert Grossman Charles Bettman Michael Rothschild	Ferrari	X	Jack Nethercutt L. A., Calif.	Jack Nethercutt Peter Lovely
A. C. Bristol	X	A. C. Cars Thames Ditton, Eng.	Frank Schroeder Fred Kopenheuer Robert Mazzi	Ferrari	X	Auto Club Venezuela	Julio Pola M. Marcotelli
A. C. Bristol	X	A. C. Cars Thames Ditton, Eng.	Ed Cook P. Procter	Ferrari	X	N. Amer. Racing Team New York N.Y.	Richie Ginther Chuck Daigh
Arnolt Bristol	X	S. H. Arnolt, Inc. Warsaw, Ind.	Ralph Durbin Max Goldman	Ferrari	X	N. Amer. Racing Team New York, N.Y.	Ed Hugus Augie Pabst
Arnolt Bristol	X	S. H. Arnolt Inc. Warsaw, Ind.	Tom Payne Bob Gary W. Bradley	Ferrari	X	N. Amer. Racing Team New York, N.Y.	G. Ahrents Lance Reventlow
Arnolt Bristol	X	S. H. Arnolt Inc.	Bud Seaverns Jim Johnston S. H. Arnolt J. Springel	Jaguar	X	N. Amer. Racing Team New York, N.Y.	P. Rodriguez Ricardo Rodriguez Sturgie Grossman
Austin-Healey Sprite	X	Donald Healey Warwick, Eng		Lola-Climax	X	Jag. of N.Y. Dist. New York, N.Y.	Walt Hansgen Ed Crawford
Austin-Healey 3000	X	British Motor Corp. New York, N.Y.	Jack Sears Peter Riley	Lotus	X	Charles Voegelé Uznach, Switzerland	Charles Voegelé Peter Ashdown Rolf Roth
Austin-Healey 3000	X	British Motor Corp. New York, N.Y.	Jack Breskovich Gil Gietner	Lotus	X	Lotus Cars USA Burbank, Calif.	Jay Chamberlain Sam Weiss
Austin-Healey 3000	X	British Motor Corp. New York N.Y.	Fred Spross John Colgate Lew Spencer	Lotus	X	Lotus Cars USA Burbank, Calif.	Pat Pigott
Alfa-Romeo	X	C. Argetsinger Burdette, N. Y.	C. Argetsinger Wm. Milliken Jr.	M. G. A.	X	British Motor Corp. New York, N.Y.	Ted Lund Colin Escott
Alfa-Romeo	X	Jacob M. Kaplan Warwick, R. I.	George Rainville Jake Kaplan	M. G. A.	X	British Motor Corp. New York, N.Y.	Ed Leavens Phil Stiles
Alfa-Romeo	X	Ross Durant, Jr. Clearwater, Fla.	Ross Durant, Jr.	M. G. A.	X	British Motor Corp. New York, N.Y.	Jim Parkinson Jack Flaherty
Alfa-Romeo	X	Dr. Roy Martinez Burbank, Calif.	Charles Kessinger John Timanus Ken Gardner	Morgan	X	Fergus Imported Cars New York, N.Y.	James F. Forno H. B. Williamson J. Ward Allen
Alfa-Romeo	X	Frederico VanBeuren Mexico City	Fred VanBeuren J. Velasquez A. Velaquez	Maserati	X	Camoradi USA Miami, Fla.	Stirling Moss Dan Gurney
Alfa-Romeo	X	Arthur Swanson Brookline, Mass.	Arthur Swanson George Waltman Robert Greenberg	Maserati	X	Camoradi USA Miami, Fla.	Masten Gregory Carroll Shelby
Alfa-Romeo	X	Lou Comito Racemasters, N.Y.	Paul Richards Victor Lukens	Maserati	X	Camoradi USA Miami, Fla.	Geoge Constantine Rodger Ward
Bandini	X	Racemasters, N.Y.	Hap Sharp	Maserati	X	David F. Causey Carmel, Ind.	David Causey L. W. Stear
Bandini	X	Hap Sharp, Midland, Tex.	Ronny Hissom	OSCA 750	X	Automobile OSCA Bologne, Italy	John Bentley Jack Gordon
Cooper-Maserati	X	Jag. of N.Y. Dist. New York, N.Y.	Briggs Cunningham John Fitch	OSCA 1500	X	Auto. OSCA, Bologne, Italy	R. Makins J. Fulp
Corvette	X	Jag. of N.Y. Dist. New York, N.Y.	Fred Windridge Dick Thompson Phil Forno Ed Hugus	OSCA 750	X	Automobile OSCA Bologne, Italy	David Cunningham Pinky Windridge
Corvette	X	Camoradi USA, Miami, F. F. Windridge		Porsche	X	Camoradi, USA Miami, Fla.	Denise McCluggage Joakim Bonnier
Corvette	X	Camoradi, USA, Miami, F. J. Jeffords		Porsche	X	Olivier Gendebien Maurice Trintignant	Olivier Gendebien Maurice Trintignant
Corvette	X	Johnson Chev. Co. Dallas, Texas	Skip Hudson Delmo Johnson David Morgan	Porsche	X	Brumos Porsche Car Co. Jacksonville, Fla.	Bob Halbert Roy Schechter Howard Fowler
Corvette	X	R.R.R. Enterprises Homewood, Ill.		Porsche	X	Carl Erickson Co. Chicago, Ill.	Ernie Erickson Don Sessler
Daimler	X	C. Tower II New York, N.Y.	Charlemagne Tower Malcom Woodward	Porsche	X	Quiver Enterprises Miami, Fla.	Johnny Cuevas Charles Ringling III Ulf Norinder
Elva	X	Elva Dist. USA, Inc. Kensington, Md.	LeBaron Atsatt Norman Babcock	Porsche	X	Anton VanDory Buenos Aires, Arg.	Anton VanDory Roberto Mieres
Elva	X	Elva Dist. USA, Inc. Kensington, Md.	Charles Kolb Charles Wallace	Roosevelt-Devin	X	Roosevelt Auto Co. Washington, D.C.	
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Ferrari	X	Scuderia Serenissima Milan, Italy	Carlo Abate Gianni Balzarini	Ferrari Berlinetta	X	R.R.R. Enterprises Homewood, Ill.	Hap Sharp Ronny Hissom George Reed
Ferrari	X	Scuderia Serenissima Milan, Italy	Georgio Scarlati Barove Fabrizio Serena	D. B.	X	Howard Hanna Broomall, Penna.	Howard Hanna Richard Toland
Ferrari	X	R.R.R. Enterprises Homewood, Ill.	George Reed Alan Connell	OSCA	X	Phoenix Steel Corp. Phoenixville, Penna.	It Otto Linton E. Ginther
Ferrari	X	Camoradi, USA, Miami, F. B. Publicker					Hal Stetson